

REMARKS

Applicants wish to thank the Examiner for considering the present application. In the Office Action dated November 29, 2005, Claims 1-30 are pending in the application. The allowability of Claims 15-30 is noted. The allowability of Claims, 5, 6, 11, and 12 if rewritten in independent form is also noted. Applicants respectfully request the Examiner to reconsider the rejections.

Claims 1 and 7-8 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Wielenga* (6,065,558) in view of *Kawagoe* (6,017,044). Applicants respectfully traverse.

Claim 1 is directed to determining a road roll rate, determining a wheel departure angle in response to the road roll rate, and controlling the vehicle in response to the wheel departure angle.

Applicants respectfully submit that the *Wielenga* reference does not have a road roll rate. The road roll rate is different than the sensor roll rate as set forth in the specification. The road roll rate may have some pitch component therein. Applicants admit that the *Wielenga* reference does have a roll rate sensor. However, no teaching of a road roll rate is set forth therein.

The *Kawagoe* reference is set forth for determining a wheel departure angle in response to the road roll rate and controlling the vehicle in response to the wheel departure angle. The Examiner points to Cols. 9-10, lines 9-40, and Cols. 13-15, lines 43-22. It should be noted that the *Kawagoe* reference is directed to an automobile suspension system. Applicants have reviewed these passages and can find no teaching or suggestion for a control system. The portions of the specification cited by the Examiner merely state the calculations used in forming the suspension and not for controlling as is used in a control system of the present invention. For example, no teaching or suggestion is provided for determining a road roll rate and a wheel departure angle in response to the road roll rate. Road roll rate is the change of the actual road surface that the vehicle is driving on. The wheel departure using the road roll rate is used to determine the wheel departure angle which is used to control the vehicle. Applicants therefore respectfully submit that neither of the two references teaches or suggests the these elements and therefore Applicants respectfully request the Examiner to reconsider this rejection.

Likewise, Claims 7 and 8 ultimately depend from Claim 1 and are also believed to be allowable for the same reasons set forth above.

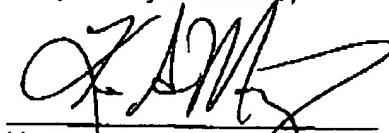
Claims 2-4, 7, and 13-14 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Wielenga* and *Kawagoe* in further view of *Dobler* (6,023,220).

As mentioned above, the *Wielenga* reference and the *Kawagoe* reference have several deficiencies. Claims 2-4 and 13-14 ultimately depend from Claim 1. The *Dobler* reference also does not teach the elements missing from the claims. Therefore, Applicants respectfully request the Examiner to reconsider his rejection with respect to these claims as well.

In light of the above amendments and remarks, Applicants submit that all rejections are now overcome. The application is now in condition for allowance and expeditious notice thereof is earnestly solicited. Should the Examiner have any questions or comments which would place the application in better condition for allowance, he is respectfully requested to call the undersigned attorney.

Please charge any fees required in the filing of this amendment to Deposit Account No. 06-1510.

Respectfully submitted,



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Date: 2/20/06

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